

## CLOSER UNION IN WORLD OF SPORT

Opportunity Is Given to United States and Our Northern Neighbor.

YACHT RACES SHOULD BE MOST INTERESTING

Canada Has Long Successfully Defended Her Title to the Seawanhaka Cup.

Tribune Special Sporting Service.  
NEW YORK, Aug. 12.—Considering that the two countries are next door neighbors, it is remarkable how few international trials in sports take place between the United States and Canada. There are more matches of importance between this country and England. In the course of a year than there are between this country and Canada in two or three years.

**Reasons for Apathy.**  
This is partly to be explained on the ground that Canada is still a country with a small and scattered population, where many sports have been scarcely taken up at all, and those that have been cannot draw enough of a following to develop much strength. Lack of international competition is also due to the fact that organizations in the two countries are not sufficiently acquainted with one another, both of which difficulties are lessening with time. Hockey and lacrosse are two branches in which the Canadians excel, and there are annually several matches between the two countries in these games, but they do not promise to become of great consequence, because neither hockey nor lacrosse is ever likely to take a foremost place in the United States.

**One Good Choice.**  
There is one sport in which Canada and the United States have been meeting for a number of years, however, a sport which is held in high esteem in both countries, and in which both can take part on fairly equal terms, which seems to be gaining favor for purposes of competition between them, and may not unlikely become the accepted medium for trials with our northern neighbors. With a seaboard on the east and west, and a chain of fresh water lakes stretching half way across the country along the border, dual yachting contests have every opportunity to become a great international pastime. Owing to the fact that the large cities of Canada are not on the coast, the building of sea-going yachts has not received much attention there, and they have no pleasure fleets which rank with those of New York, Philadelphia, Boston or Baltimore, but interest in that direction is growing in towns like Halifax and Yarmouth, and the United States-Canadian regatta in the harbor of the former city, when the vessels of the New York and Eastern Yacht clubs visit there this month. The Royal Nova Scotia Yacht

squadron has decided to throw open to competition by American vessels the Prince of Wales cup, which was presented by the present King of England when he visited Halifax in 1890, and the idea is regarded as being most sportsmanlike. It is to be regretted that Canada had no vessels sufficiently suitable to have had a competitor in the trans-Atlantic race for the German Emperor's cup, but the captain of one of the contestants from this country was a Nova Scotian by birth, so Canada was not entirely without a hand in it.

Although behind us in yachting so far as the coast is concerned, Canada can hold her own inland. In the seven years of annual contests for the Seawanhaka cup, Canada was unsuccessful each time, except the first this summer, while in the races for the other international events the Canadians are holding their own.

**Interest Is Growing.**  
The contests for the Seawanhaka cup are probably only forerunners of others of their kind which will grow up with the next decade in consequence of the spread of the yachting spirit over inland waters, both large and small, on both sides of the border. The Seawanhaka cup came into existence only as late as 1895, and yet unbelievable as it seems in the face of the vast flotilla of small boats today, it was practically the beginning of a small yacht racing in this country, other than canoes.

**History of the Cup.**  
Although it has since become a trophy for fresh water competition, it was donated by the Seawanhaka Corinthian Yacht club and the first races were off the club's station at Oyster Bay. It came about through the visit of William Howard of the New York Canoe club with his racing canoe to England in 1885. He wrote back that J. Arthur Brand of the Minima Yacht club would like to visit this country with his half-racer if any races could be arranged with boats of a similar class here. No such boats existed, but it was decided to build some, and \$500 was subscribed for a trophy, while the Seawanhaka Corinthian Yacht club arranged for a series of three out of five races on the sound in September, the course to be alternately windward and leeward and triangular, the distance to be twelve nautical miles.

**English Were Defeated.**  
Six half-racers were built to defend the trophy with a fifteen-foot water line and about 200 square feet of sail. Eithelwyn, designed by W. P. Stephens, was finally selected to oppose the English boat, Spruce IV, and she did it successfully, winning three races to two.

Immediately after the match a challenge was received from the Royal St. Lawrence Yacht club of Montreal, and in the races on the sound the following year the Canadian boat Glencairn won the trophy from the defender, El Helrie, and carried it to Canada. There it remained for ten years, although this country made every attempt to regain it, until last month, when Manchester of the Manchester Yacht club, Manchester, Mass., beat Alexandria for the third successive race of the match on Lake St. Louis, Quebec, and brought the Seawanhaka cup back to the United States.

**Will Remain on This Side.**  
It will be seen that though the Seawanhaka cup was originally intended as an open international trophy, and the first match for it was between this country and England, it has since become practically a matter between Canada and the United States, and is more than likely to remain so. Some change in the character of the competition may be looked for next year, how-

## GREAT INTEREST IN AUTO TOURING

Glidden Trophy Is Not for Highest Speed Attained.

CONTESTANTS SHOULD HAVE HIGH VIEWS

Sport That Involves Appreciation of Beauty Is to Be Encouraged.

Tribune Special Sporting Service.  
NEW YORK, Aug. 12.—Automobilists who competed in the recent tour for the Glidden trophy from New York City to the White mountains and return, have not ceased to discuss the event and the many phases of the sport presented by it. A route for 1906 is already being carefully considered. Augustus Post, chairman of the touring committee of the American Automobile association, is said to favor a Southern trip, while one with Montreal, Canada, as its terminus, has also been suggested.

**May Extend the Course.**  
In the deed of gift governing the trophy it is provided that the annual contest must be held in the United States or Canada, or both, during the years 1905, 1906 and 1907. After that it is to occur over the regularly used highways of the country in which the holding club is located, competition being open to members of any club affiliated with the A. A. A. or any organization in the world recognized by it. Whatever course is selected for the journey of 1906 several changes suggested by the plan of operations of this year and the experiences growing out of it will probably be made.

**To Promote the Sport.**  
In offering the trophy which bears his name Charles J. Glidden has in mind the encouragement of touring among amateur automobilists. Being himself a globe-trotter of world-wide renown, Mr. Glidden realized to the fullest extent the beauties to be met and the good to be accomplished by annual automobile pilgrimages into country which holds in store fascination for the eye and adequate tests of cars for all around road work.

No one can imagine Mr. Glidden ever, incident to the fact that the races will be sailed once more in this country.

**Americans May Compete.**  
The Canada club was in intention and has been in fact a trophy for the Great Lakes. It was given by the Toledo Yacht club in 1896, and was won that year by Canada of the Royal Canadian Yacht club of Toronto against Contender, Genesee of the Rochester Yacht club subsequently brought it back by defeating Beaver. In 1901 it returned to Canada again, invader beating Cadillac, and last summer there was another exchange when Ironclad of the Rochester Yacht club was victorious over Stracheno.

while on his motor tours in almost every part of the world rushing through town after town with disregard for everything except a desire to reach a certain destination in record time. Yet this is precisely what happened in a great many cases on the recent trip to the White mountains. That the very reason for the gift of the trophy was in many instances wholly lost sight of is painfully evident.

**Speed Is Not Sought.**  
The route to and from Mount Washington took the driver through the most beautiful and picturesque parts of New England. A great many of the towns left behind in a rush held points of historical and scenic interest which would have been brought to view by a slight detour or a stop in control for a short time. This is the basic principle of all true touring which appeals to those making the trip for the fun derived, with no business interests other than pride at being the driver of a car doing its work well.

**Lose Sight of Pleasure.**  
It is unfortunate, but nevertheless true, that there were but few drivers on the Glidden tour of this year who in some way were out touring under the handicap caused by a paramount desire to have their car beat in speed or other manner that of another manufacturer. The machine first arriving at the terminus of a day's run was the one receiving the most credit in the public press. When the night stop was made a discussion of the country traveled during the day was subordinated, in a very great degree, to the work of this or that car prated by respective champions. The trophy was not offered to encourage this feature alone. It was for touring, and there is something more in touring than in getting from one town to another in the shortest possible time with the least consumption of lubricants, etc.

**Change in Plans.**  
It was realized by wise ones on the St. Louis trip of last year that the tendency to make a race of the event for advertising purposes, with its consequent spectacular announcements, must be nipped in the bud. Efforts toward that end were made in the preparations for this year, especially in the latitude given in starting and finishing a day's run. That oversteering must be guarded against more strenuously than ever in the plans for the tour of the year 1906 is realized by those immediately interested.

In the opinion of one who made the entire trip with the Gliddenists this year, drivers who repeatedly disregarded speed limits should be disqualified. The one arrested is not always the worst offender. In this respect, during the recent hold-up at Leicester, even the most careful driver was liable to be the meat of a constable. A mile

stretch after the descent of a steep hill and before the ascent of another was the stamping ground on which the village solons held forth with glibness. At first twenty-two numbers were taken for speeding. This was reduced to eleven, then to eight, finally to six. The driver who continually tries to become the leader of the van and gains a reputation for rushing things is the one who in the reputation of a Gliddenite of 1905 should be disqualified in no uncertain manner.

**Should Have Observers.**  
The same sportsman believes that an official observer should be assigned as the representative of the A. A. A. in every car. These should include all of the newspaper men on the trip, who would then answer to the American Automobile association, and not to any one manufacturer whose guest he might be. It is suggested that in making out a tour all points of interest, because of historical associations or for other causes, be mentioned on the programme, and that these points, if possible, be included in the route, or a short stop be made so that they can be visited. Lastly, he suggests that too high a premium cannot be placed by the cup commission on amateurs or on those competing for pleasure, with not the remotest hope of business emolument, whatever the result might be.

**ONE-LEGGED TENNIS PLAYER.**  
Upon a Crutch He Plays the Strenuous Game With Agility and Skill.

This city has a wonder in the way of a tennis player. He is Matthew Safer, a young man who depends upon one leg and a crutch to do what other people usually require two good legs to help them accomplish in the active running and leaping of the strenuous game. Visitors to Golden Gate park find the course a place of great interest as long as he is in the game, which is generally all afternoon.

Matthew made up his mind that because he had lost his right leg in an accident was no reason why he should be debarred from the health-giving activities of outdoor sport. So he started in to learn the game of tennis, and although he has been playing only a short time he now has the reputation of being a fine player. To cover the court successfully with only one leg and a crutch is an exceedingly difficult thing. To add to this handicap the plucky player has to carry his crutch with his right hand, so, though he is naturally right-handed, he was obliged to learn from the first to play the game from the left side. He has a fine knowledge of the game, and uses and makes the same strokes as any other good player who has the use of his good right arm and both legs. He has a fine smash and his back-court work is very good. In serving and returning the ball and also in clever back-hand work his crutch does not seem to materially handicap him, and he says that an afternoon at tennis is one of the keenest pleasures that he has.—San Francisco Cor. New York Press.

## BOTTOM BRACKET PATENT HAS BEEN SUSTAINED

Hundreds of Thousands of Dollars Spent in Litigation Over the Patent.

Tribune Special Sporting Service.  
PHILADELPHIA, Pa., Aug. 12.—A considerable stir in automobile circles is likely as the result of a shock that bicycle interests have received over the announcement that the "bottom bracket" patent has been sustained by the United States Circuit court. That the same case should be a matter of vital interest in both the bicycle and automobile fields is indicative of the closeness between the bicycle and the motor car. The patent in question is one that was threatening to disrupt the whole bicycle industry a few years ago, it being a basic grant with everything hinging upon it the same as the Selden patent in relation to the automobile construction. The automobile is doubly interested. A number of manufacturers are now making both bicycles and motor cars, but more than this suits on the systematic patents are now pending, which means life or death to the applicants, and the decision in the bicycle case is suggestive because of the similarity of the patents.

**Bicycle Combine Defense.**  
The news of the decision came out through William A. Redding of New York, attorney for the Pope Manufacturing company, the plaintiff in the case. The defendants were nominally the Crosby company of Buffalo, N. Y., and the Miami Cycle and Manufacturing company of Miami, O., but in reality the defense being conducted by a combination of bicycle manufacturers organized under the name of the Cycle Trades' Protective association. The patent was No. 32,972, issued November 23, 1888, to the Smith National Cycle Manufacturing company of Washington.

**What It Covers.**  
Broadly it covers the construction used in all safety bicycles by which the lower tube, running from the head post is grouped with the seat post tube or upright, and the stays at the bottom bracket or crank hanger, as it is best known, in such a way as to form the diamond frame. The decision sustaining this patent and granting the plain-

tiff a privilege to ask for damages was handed down by Judge George W. Ryan in the court at Utica, N. Y., and was affirmed by the circuit court at New York Wednesday, July 12.

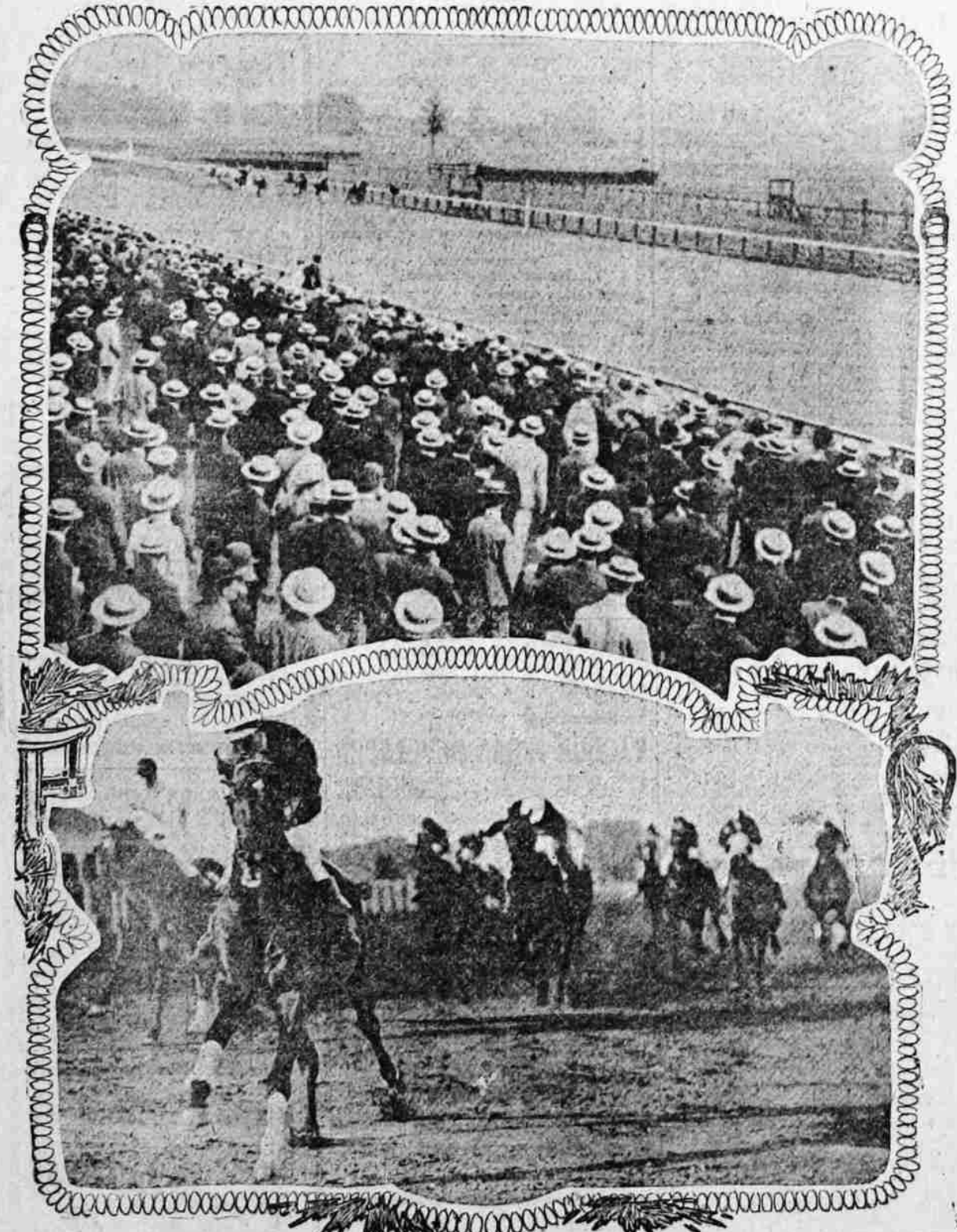
**History of Patent.**  
The history of this patent is one for the winner of the first defendant under the first infringement. The first began to figure when the Manufacturing company, owned by Herbert Owens, in 1896 by the patent from Smith, was backed by George H. Lector of the port of New York.

**Trust Is Formed.**  
This suit was nearly won by the American Bicycle company, formed and bought in a big bicycle combine in 1899. In the fall of 1899 the American Bicycle company bought the Manufacturing company, then owned by Owens, for \$500,000. The suit was then dropped, the American company brought suit against Snyder Manufacturing company, the action was transferred to the United States circuit court, and the case was rendered. The Pope company, meantime, became the plaintiff, taking over the patent assets of the American company.

**Litigation Cost Year.**  
The amount spent in the patent runs into the thousands of dollars, yet the fact that at one time it was offered to Col. Pope for much more at a sale and the suit under it was a "bluff" but while the suit was pending the Pope company was paying \$200,000 a year from the time the suit was brought until the time the suit was rendered. November, 1905, a total of

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ON THE SARATOGA COURSE.—Spectators watching a handicap race at Saratoga, and a snapshot of the winner crossing the wire. The race meeting at Saratoga this year has been characterized by the bold openness in which gambling is carried on, not only at the track, but at the great gaming resorts of the town. Bets running high into the thousands are made with but little comment, and the watering place is called the "American Monte Carlo."

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